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BURLINGTON, THURSDAY, APR. 25.

WANTED.

When you want anything, advertise in the new special column of this paper. Some bargains are offered there this week which it will pay you to read about. See page two. This pape has about. See page two. This paper has and one cent a word will reach them all.

WAR HORROR TO PROMOTE PEACE.

Nikola Tesla proposes to make war practically impossible by creating fleet-destroying convulsions in the open sea, thus enforcing world wide peace. The electrical wizard will use wireless telegraphy in his undertaking to make war so dangerous as to deter nations from engaging in its newly invented horrors. In a signed article he describes the mechanical contrivance he proposes to use in his electrical peace propaganda. It is termed the "telautomaton" and it strongly resembles the upper part of the famous Monitor which defeated the Merrimac or the "cheese box on the raft," with the raft reduced to infinitesimal proportions.

According to Mr. Tesla's plans the telautomaton would be sent out from the shore against a hostile fleet unmanned and steered from land by wireless communication. Gigantic torpedoes would be discharged by electric waves impelled from shore, and these detonations would create gigantic waves like unto those caused by a terrific earthquake at sea, which would overwhelm and submerge the mightiest battleships.

This would truly be a formidable engine of war and it would unquestionably be the logical application of the proposition that the best way to ensure peace is to be prepared for war—war in its most horrible and most destructive form.

GOV. PROCTOR AND ARBOR DAY.

Arbor day is of somewhat modern institution. The most that many of our fathers did in the direction of forestry outside of needed shade trees and the nourishing of fruit and maple orchards was in the way of protection. The sentiment that found greatest prevalence in that direction has been beautifully summed up in Morris's lines beginning, "Woodman spare that tree." Little was known, particularly in New England, of scientific methods of forest promotion. Nor is this at all strange. The clearing of land of timber growth was one of the first signs of our forefathers' occupation of the land, and the settler's ax may truly be said to have hewn the path of advancing American civilization.

In this utilitarian age, however, the cultivation and protection of wooded growths has passed beyond the sentimental stage. We plant trees not merely that we may enjoy their grateful shade or gratify our aesthetic sense. Tree culture has become a means of public improvement, and Governor Proctor has given timely and appropriate emphasis to this aspect of the subject in his proclamation fixing Friday, May 3, as Arbor day in Vermont. He would help "create and maintain a healthy and strong public sentiment for the proper preservation of our forests and encourage the love and study of nature."

This is a grand sentiment. Love of nature and love of the beautiful in nature seldom finds more telling expression than in connection with tender associations with some beautiful tree. There are few people with whose early life some stately maple, some graceful elm or some enduring evergreen has not been a conspicuous figure, and memory often reverts to these early affections for one of nature's greatest gifts to children. He who in advancing years loses his love for beautiful trees is to be pitied.

Governor Proctor seeks to emphasize in particular, however, the practical side of Arbor day. In his proclamation, already printed in these columns he rightly lays stress on these sentences. "We are learning in this age the great importance of trees, their undoubted effect on our streams, soils, temperature, climate, and seasons. They are of especial value to the beauty, heauthfulness and material prosperity of Vermont." This is the whole lesson of modern forestry in a nutshell and our people will do well to heartily enter into the spirit of Arbor day.

REPUBLICAN NATIONAL CONVENTIONS.

It is worthy of note that in connection with a recent canvass of newspapers in relation to national politics a majority of those that expressed opinions favored the choice of Chicago as the location of the next republican national convention. This recalls the fact that the Windy City has figured conspicuously in the history of republicanism, no less than six national conventions of the party having been held there. Philadelphia stands next in order with three republican national conventions, while Baltimore, Cincinnati, Minneapolis and St. Louis have each had the honor of entertaining the republican council once.

Of the thirteen national conventions held thus far since the organization of the Republican party, the location, dates and nominees were as follows:

Philadelphia, June 17, 1856—John C. Fremont of California and William L. Dayton of New Jersey.

Chicago, May 16, 1860—Abraham Lincoln of Illinois and Hannibal Hamlin of Maine.

Baltimore, June 7, 1864—Abraham Lincoln of Illinois and Andrew Johnson of Tennessee.

Chicago, May 20, 1868—Ulysses S. Grant of Illinois and Schuyler Colfax of Indiana.

Philadelphia, June 5, 1872—Ulysses S. Grant of Illinois and Henry Wilson of Massachusetts.

Cincinnati, June 14, 1876—R. B. Hayes of Ohio and William A. Wheeler of New York.

Chicago, June 2, 1880—James A. Garfield of Ohio and Chester A. Arthur of New York.

Chicago, June 8, 1884—James G. Blaine of Maine and John A. Logan of Illinois.

Chicago, June 19, 1888—Benjamin Harrison of Indiana and Levi P. Morton of New York.

Minneapolis, June 7, 1892—Benjamin Harrison of Indiana and Whitelaw Reid of New York.

St. Louis, June 16, 1896—William McKinley of Ohio and Garret A. Hobart of New Jersey.

Philadelphia, June 19, 1900—William McKinley of Ohio and Theodore Roosevelt of New York.

Chicago, June 21, 1904—Theodore Roosevelt of New York and Charles W. Fairbanks of Indiana.

If Chicago should be selected as the place of the next republican national convention, the Prairie City will have been the location of just half of the conventions held by the party since its organization. Under the circumstances there would seem to be good reason why Chicago should be republican—at least occasionally.

THE DELAYS OF JUSTICE.

The opinion has been expressed that the lynching craze which has spread over this country in the past to such an alarming extent is to be attributed in no small degree to the delay of criminal justice. At first thought one might be tempted to note an exception to this statement in the case of the vigilance committees who for so many years administered justice in our western frontier towns, but a moment's consideration will serve to show that it was generally the absence of conveniently established courts and the consequent uncertainty of justice which rendered it expedient for these communities to take the law into their own hands.

At the present time lynch law finds its most prolific field in the South in connection with an unspeakable crime, and its prevelance is probably to be attributed as much to the popular sense of the inadequacy of legal penalties for the outrage of womanhood by beasts in human form as to the uncertainty of punishment due to judicial procrastination. This problem, therefore, stands in a class by itself, and strangely enough it is peculiar to the most highly civilized nation in many respects in the world.

Our purpose at this time, however, is to consider merely that phase of the problem involving the results of retarded justice. It is customary for the people to hold statute laws responsible for delays in courts and the frequent miscarriage of justice resulting therefrom. As a matter of fact, courts, especially those of New York are more blameworthy in this connection than the bench itself might be willing to admit.

We all know how the supreme court of the United States through its interpretation of the constitution as well as of acts of Congress has at different periods in our national existence materially modified our federal policies and transformed our ideas of government. Our supreme bench at the time of the Dred Scott decision was favorable to the extension of slavery, and we of this generation can hardly conceive that Chief Justice Taney half a century ago read the opinion of the majority of the justices of our court of highest resort declaring "negroes so inferior that they had no rights which the white man was bound to respect." The decision as to Scott's status became in effect the law of the land more deeply grounded than a mere act of Congress, for it had the backing of a tribunal from which Americans have no appeal. So in other ways has our national supreme bench shaped our laws and guided our destiny as a people.

In no less marked, though more inconspicuous ways are the criminal courts of different States, and in rare cases our supreme bench itself, shaping the course of justice. New York undoubtedly furnishes the most conspicuous example of the truth that legal procastination is the thief of justice; and the world has just been afforded a noteworthy illustration of the fact.

Probably one of the most surprising features of the Thaw trial for the lay mind was the extent to which evidence, that would plainly have shed searching if not decisive light upon important points, was excluded on both sides of the case. This procedure resulted in no small degree from the court's careful observance of the Empire State's criminal code, which is fearfully and wonderfully made; but it was also due to the court's interpretations and decisions regarding points that had all the charm of judicial novelty.

There was never a case before just like this one, and it became necessary for the court to pass upon entirely new situations. If these decisions stand in the higher courts as precedents they will acquire all the force of established law, and they will be regarded in future murder trials in the Empire State, if not elsewhere. In this way some of our courts are continually evolving new technicalities of procedure and thus incidentally adding to the law's delays.

In the face of this marked tendency toward judicial procrastination, which the legal fraternity as a rule does not appear to be anxious to counteract, there is plainly a crying need for the adoption of some remedy that will tend to stop the delays of justice. This reform must come to a large extent from the judges and the bar. Laymen in Legislatures can not be reasonably expected to prescribe for the ills of judicial procedure in criminal cases. If courts adhered more rigidly to the time limits of the codes, the long delays incidental to appeals would be avoided; but it may be necessary through legislation to work a transformation in regard to limits as well as effect other reforms.

Recent cases in New York have demonstrated that if a person accused of murder or other heinous crime has money enough, the case can be kept in the courts for years until some important witness drops out of sight, or public sentiment which is back of the enforcement of all law, grows weary of following up the crime, or something else happens to help defeat justice. We do not know to what extent the judge in Thaw's trial added to the accumulation of technicalities or what effect the exclusion of important testimony, apparently relevant and essential, may have had upon the outcome of the case. It is a well known fact, however, that the people are already saying Thaw will never go to prison, much less to the electric chair, to either of which his jury might have consigned him.

This feeling on the part of the public that a crime will not be punished is one of the most unwholesome and demoralizing influences growing out of retarded justice and it does more than any other one thing to promote defiance of law, disregard of inalienable rights and the taking of human life. One of the most pressing needs in this country at the present time, therefore, it is to stop the delays of law and justice.

CLEVELAND AND GORMAN.

No man in public life ever annoyed Mr. Cleveland so much, when he was president, as Senator Gorman. Senator Gorman was very helpful to him in his first campaign, but for reasons, perhaps satisfactory to himself, he was not Mr. Cleveland's friend in the second administration. Indeed, he used to do a good many things that the President and those about him regarded as treacherous. Gorman could say and do as much as he pleased to offend the President; no one outside of his intimate friends, and very few of them, knew how Cleveland felt about it. But Gorman knew, for Cleveland sent for him, or Gorman called on Cleveland, and the President said, "Gorman, you're acting very badly, I think; about as badly as you can act."

"Why, Mr. President, I'm astonished."

"I don't see why you should be."

Then Mr. Gorman explained how good and faithful he had been in the first campaign (this was the second administration), but Cleveland interrupted him.

"I am not talking about then, but now—and you're acting badly for the party and the country."

Mr. Gorman told Lamont, afterwards, that the interview had been very painful to him.

Once Gorman made a violent assault on Cleveland in a speech in the Senate, and some of the President's friends thought that there had been a breach of faith. But Mr. Cleveland never read the speech; he said he hadn't time to trouble himself about it. Nor, indeed, did he cry out loud once during his two terms as president, nor has he ever cried out loud and complained of being hurt.

It was because the students of Princeton felt that they had encountered the genuine thing that they gave to Cleveland a loving-cup on his seventieth birthday.—Harper's Weekly.

A DIGNIFIED COUNTRY.

(From Harper's Weekly.)

The episode between the President and Mr. Harriman has, on the whole, been treated by the country with dignity. It is unnecessary to repeat that it was "unfortunate" or "deplorable," for it was marked by taste of a quality so obvious that it needs no descriptive adjective. It is, of course, sadly true that the President has lost something by the part which he played, and also by the revelation—it will be so to many—that the best-intentioned man cannot escape smirching if he wades too far into the mire of politics. It will do no good to any one—least of all the country—to add much to what has already been said about Mr. Roosevelt's quick proneness to give the lie to every one who differs from him, and who may be mistaken. To some minds this haste and unrestraint of the President have been amusing; but it can be so no longer. It is very hard on the country. It puts us in the wrong light. Our people are not habitually doing that sort of thing. As a rule, Americans are conscious that mistakes are not lies, while our presidents have usually ignored assaults upon them, have left their conduct to speak for itself, and have declined personal encounters. It is not necessary to inquire into the merits of this particular issue; a regard for the country commands silence; the issue should not have been raised. The comment which might properly be made upon the act of a newspaper that will buy stolen letters is obvious; but it cannot now be indulged in, because, in this instance, the question is brought before the courts by the arrest of the clerk who is charged with stealing Mr. Harriman's letters to Mr. Sydney Webster.

TROUBLE AHEAD FOR DAD.

Dad's trouble days are nearing,
I can feel it in the air;
And I know that ma is fearing,
Dad will soon begin to swear,
Dad can see a lot of troubles
Coming to him in a drove;
Pretty soon dad will be busy,
Taking
Down
the
Parlor
Stove.

Warm weather has given Bennington farmers a chance to draw potatoes to market and the price has advanced to 65 cents a bushel with small visible supply. Many potatoes were frozen during the severe winter and it is prophesied that they will be selling at $1 a bushel before time for planting.

MERCHANTS IN CONVENTION

(Continued from 6th page.)

association had gone to the parliament at Ottawa and demanded needed reforms for retail merchants. He explained how pedlers and hucksters had been made to pay their share of the taxes and said that the interests of American retailers were the same as those of their brothers under the Union Jack.

M. Moyer of Toronto, treasurer of the Dominion association, referred to the retail merchants as the most charitable people on earth. He said that no community could get along with retail stores and that the retailers heretofore had been the last people to demand their rights.

E. M. Trowern of Toronto, secretary of the Dominion association, said that it was for the benefit of all retail merchants to get together, to exchange ideas and to learn. "We do not want favors," he said, "but fair play. Laboring men organize, railroads organize, the trusts organize and the retailers must organize if they want their rights. We can't expect to get favorable laws passed for our benefit if we do not work for them and unless the retailers are all organized in one solid body they will not get them. We want to be able to deal fairly with every customer and to be dealth with fairly. I don't believe in living up to the Sabbath on only one day in the week, we should live up to it every day." He closed with saying that he and his Canadian brothers would do all in their power to help the Vermont association organize.

John P. Smith of Laconia, N. H., secretary of the New Hampshire association, spoke briefly, outlining the work done in his State and the good that had already been derived therefrom.

OFFICERS ELECTED.

At five o'clock the business session began and it was voted to adopt the rules and by-laws of the associations in Maine, New Hampshire and Massachusetts. The following officers were elected: President, E. B. Corley of Burlington; vice-presidents, Addison county, R. S. Benedict of Middlebury; Bennington county, J. L. Harbour of Bennington; Caledonia county, A. H. Gleason of St. Johnsbury; Chittenden county, C. H. Ellis of Burlington; Essex county, O. L. Mansur of Island Pond; Franklin county, L. H. Lombard of St. Albans; Grand Isle county, N. K. Martin of Alburgh; Lamoille county, Linus Beavens of Cambridge; Orange county, J. F. Lamson of Randolph; Orleans county, J. B. Holton of Charleston; Rutland county, G. E. L. Badlam of Rutland; Washington county, L. B. Brooks of Montpelier; Windham county, A. L. Harris of Brattleboro; Windsor county, W. D. Stearns of Springfield; secretary, R. H. Amidon of Brattleboro; treasurer, George F. Leland of Springfield.

It was voted to hold the next convention in St. Albans. This morning at ten o'clock the business session will be resumed.

THE FOOD FAIR.

The food fair was formally opened Tuesday afternoon at two o'clock and was crowded with visitors all the afternoon and evening. All the fixtures are now completed and the hall has assumed a gala appearance with the many gay colored booths and exhibits, which line the walls and occupy the center of the hall. The ladies of the city took advantage of the fair last evening and partook of the many dainty lunces prepared by demonstrators for the different manufactureres of food products and learned how to prepare the same properly at home. By today the different contests which have been arranged will get under way and much fun is expected. Lessor's full orchestra will be present every afternoon and evening.

THE BANQUET.

Largely Attended and Successful Event Crowns the Day's Work.

A largely attended and successful banquet was held at the Van Ness House Tuesday night. Grocers and provision dealers from all parts of Vermont, distinguished visitors from different parts of the United States and from Canada and other guests were present to the number of 175. The banquet was served at 8:30 o'clock and the company which sat down to the ample spread was an enthusiastic one. Music was furnished by Lessor's orchestra.

It was 10 o'clock when E. B. Corley, president of the newly organized State Retail Merchants' association called the tables to order and introduced Congressman D. J. Foster, the toastmaster of the evening. Mr. Foster spoke briefly, saying this is an age of organization and that the association assembled in the hall typified the movement which has been going forward in the past few years.

Mr. Foster then introduced as the first speaker Mayor W. J. Bigelow, who, he said, represented not only the Queen City but the Vermont Press association as well. Mayor Bigelow said he was glad to see such a gathering in the city, as that of the retail grocers and provison dealers, for such events mean much to the city. He emphasized the benefits to accrue to Burlington as a convention city and paid a tribute to the mission of the man of commence as an agency of peace wherever his pursuit calls him. The Canadian representatives, he said had come to give us the best they have and Burlingtonians should in return give them the finest hospitality at their command.

John A. Green of Cleveland, Ohio, national secretary of the retail merchants' association was the next speaker. He said it is to every merchant's advantage to carry only the best goods the markets afford and to see that a fair price is obtained for those goods. He laid great emphasis on the importance of organized effort among the merchants saying the dealers in a town well organized have very advantage over those in unorganized towns.

The next speaker, E. M. Trowern of Toronto, Dominion secretary of the Canadian Merchants' association, spoke of the identity of Canadian and American interests and the benefits to come from reciprocal relations. He denounced the giving of trading stamps and coupons, in no uncertain terms, saying the time has come when business should be conducted on a square basis without bribes of any sort. He told of the successful passage of legislation abolishing the trading stamp system in Canada and urged the members of the local association to support their president and other officers and to labor to make their organization the best in the State.

When the toastmaster introduced Mr. Trowern, the orchestra, as a token of respect to the Canadian visitor, played "God Save the King." The assemblage standing.

J. E. Ripley, who is hailed as the laureate of Vermont commercial travelers, made a fitting response in verse when introduced by the toastmaster.

John O'Neill, representing the newly organized local association of grocers and provision dealers spoke briefly and was followed by the last speaker, Elisha Winter, New England organizer. Mr. Winter urged upon those present, the advantages to come from the professionalizing of retail distributors. The merchants, he said are the men who make the town and he prophesized the beginning of a new era under organized effort.

COLUMBIA RIVER GOLD.

The occurrence of finely divided gold associated with magnetic iron in the sands of Snake River, in Idaho, is well known and much has been written concerning it. Information regarding the presence of similar gold along the Columbia and other of its tributaries is not so general, though such occurrences have been known locally for many years. An article by Mr. Arthur J. Collier of the United States Geological Survey, on the gold bearing river sands of northeastern Washington, which will be found in the forthcoming serial "Contributions to Economic Geology, 1906" (Bulletin 315), gives much information concerning the geoolgical relations of the placer mines of that region.

Mr. Collier had been sent by order of the secretary of the interior and in association with an officer of the Land Office, to examine placer lands on the Colville Reservation and along the Columbia and San Poil rivers, for the purpose of determining whether certain placer locations were taken up in good faith. The geological information obtained during this work is set forth in the aforementioned bulletin.

From twenty to thirty years ago placer claims were worked at many points along the upper Columbia by Chinese, but since the exclusion of Chinese laborers these old mines have been abandoned and the evidences of them are obscured by a growth of young pine trees. Interest in these deposits has recently been revived by the location, ostensibly for placer-mining purposes, of many large tracts of bench land adjacent to Columbia and San Poil rivers in the Colville Indian Reservation.

Where observed, the placer gold along the Columbia is confined to the lower benches and river bars. It is associated with black sand containing a large amount of magnetite and some what smaller amounts of ilmenite, zircon, garnet, and other heavy minerals. Platinum probably also occurs in small quantities, though its presence was not detected in the field. Although there is probably some gold in the sands of the river throughout its length, the gold-bearing terraces on either side, which are called bars, are not continuous. The more important of these bars are described in detail by Mr. Collier, who holds that the ultimate source of the Columbia River gold it to be found in the areas of crystalline and metamorphic rocks to the north and east, which are known to contain gold bearing quartz veins, as well as other are bodies of various kinds containing gold. Millions of tons of such rocks were washed away in the formation of the river valley, and the deposits with which the valley was filled during the glacial period represent many millions more, the gold content of which has been concentrated in river bars.

Mr. Collier's conclusions regarding the value of these Columbia river bench lands as placer ground can not be regarded as encouraging to the prospective miner. He states that the possible profits from mining these lands would undoubtedly be less than the value of these lands for agricultural purposes. He estimates that the total amount of gold contained in the river bed and adjacent benches never exceeded $28,000 a linear mile, and the total amount in the 90 miles between Kettle Falls and Nespelem could not have been more than $2,500,000. This gold is not uniformly distributed, and even if the bench lands were known to justify mining it, it would not be advisable as they are not adapted to any relatively inexpensive process of mining. Hydraulicking on a large scale is ruled out by the absence of bed rock and the scarcity of water at sufficient elevation; dredging, by the height of these deposits above the river and the impossibility of floating the machinery over them.

WHAT GOVERNOR PROCTOR DID.

(From the Randolph Herald and News.)

The Union Signal finds the contentment of the Vermont Marble Co. employes and their disinclination to "organize" a veritable thorn in the flesh. It takes occasion to remind these workmen that the weekly payment of their wages soon to begin results from the passage of the law last year, for which they are indebted to the union men who secured favorable action upon it, and upbraids them for their ingratitude in failing to recognize the service by coming into the union themselves. It is true the union leaders did take an active and influential part in promoting this measure, especially before the house. But the bill would not have passed the senate had not Governor Proctor, president of the Vermont Marble Co. thrown the whole weight of the administration in its favor. Every weekly payment bill for the previous four sessions had passed the house with ease, only to die in the senate, where the main battle has always been fought. This year, thanks to the welcome and valued aid extended from the executive chamber, things turned out differently. The labor unions and their leaders, among whom The Signal editor is conspicuous, deserve perhaps the main credit for creating a favorable sentiment for weekly payments and bringing strong pressure to bear, but the part taken by the governor, whom the unions have never cordially loved, deserves at least passing mention in the interest of truth and accuracy. Possibly his marble employes, from long experience, feel quite satisfied to entrust their interests to such an employer, instead of unionizing.

ELECTRIC DEVELOPMENT IN VT.

(From the Brattleboro Phoenix.)

The construction of the Connecticut River Power company's dam between Vernon and Hinsdale will assure the building of a trolly railroad from Brattleboro to Northfield and it requires no stretch of the imagnition to picture the time within a few years when the short section between Millers Falls and Northfield and Millers Falls and Erving are spanned by trolley lines and Brattleboro given a direct connection by trolley cars with Boston, Springfield and other Massachusetts cities. The Current Events man of the St. Johnsbury Caledonian, however, has a vision with a large scope. Listen:

One who ought to know says that the Brattleboro dam enterprise is a part of a scheme to build a through trolley line to the White Mountains, so that the New Yorker can make the trip by trolley instead of by steam. My authority further says that a dam will be built later on the Connecticut in Windsor county and another in Caledonia county. I am inclined to believe this will come true as I happen to know that surveys for both of these dams have already been made. It is no pipe dream that within ten years there will be a through trolley line from New York to the Fabyans, and I shall hope to live to see a branch from Wells River to Newport."

Few people are wise enough to utilize secondhand experience.

Some people are not much for looks until they begin to rubber.

A RAILROAD VIA WATER.

Remarkable Engineering Feat in Progress in Florida.

A Railway Costing $100,000 per Foot—Many Hard Problems Solved in Connecting Key West With the Mainland.

While the eyes of the nation are turned toward Panama and the great work in progress on the isthmus, there is going steadily forward in Florida an enterprise which, in the opinion of many experts, offers valuable suggestions to the men who are solving canal problems. The building of such a railroad as that now under construction between Miami and Key West, over the long line of the Florida keys, makes necessary the employment of thousands of men, the handling of vast quantities of material and supplies, and the overcoming of many difficulties due to climate and topography. Especially in the way in which thousands of workmen are enlisted is there said to be an object lesson as to the method by which the big ditch might best be dug.

The points of likeness are many, despite the apparent differences between the two enterprises, one of which is designed to enable steamships to undertake the feat of mountain climbing, the other to send a railroad train to sea. For all practical purposes Key West is as far from any considerable base of supplies as is the Isthmu of Panama. The climate, although in winter is delightful, is almost tropical in summer. Laborers, as well as maintenance and construction supplies, must be brought froma distance, many of them from as far north as Philadelphia and New York, and are therefore unacclimated. Even the water supply for both men and machinery must be transported, much of it more than one hundred miles, in tank cars and steamers.

There is perhaps an argument in favor of the government's digging the canal on its own initiative in this great undertaking of Henry M. Flagler. Not a contractor has been employed in the whole course of the work. Both the operation of the main line of the road and the construction of the extension are being carried on by the company itself, under the immediate direction of J. R. Parrott, the vice-president of the company and Mr. Flagler's right hand man in all his enterprises in Florida.

GOOD MEN NEEDED.

Naturally, one of the most important items in the problem was an adequate supply of competent labor. From the first it was recognized that only under the best of conditions would men of the class required endure the isolation from town life and the natural hardships of the work. The fact that 20 per cent of the men now engaged upon the work are old hands who were there last year, went North again to escape last summer's heat and the mosquito season, and at the beginning of the winter returned, goes far to prove that the construction camps along the Florida keys are good of their kind and that it is not necessary to subdivide the work among contractors.

At the Long Key viaduct camp a division of five hundred men is quartered, who work in day and night shifts. This is one of the points of permanent occupation. The buildings are of wood. Each laborer has a clean bunk, a mattress filled with cut sponge, which makes a fine bed, and a mosquito bar, in addition to the wire netting with which doors and windows of the houses are covered. There are also a barber shop, where charges are low, and in a separate building a free library, well stocked with papers, magazines and books. The field hospital maintained at this camp is under the care of a competent surgeon, and is supported in part by the $1.50 charged each man for transportation on the company's boats back to Miami. The additional expense is borne by the company.

A general hospital for the workmen is at Miami. From $30,000 to $45,000 is spent every year on medical attendance and supplies for the men employed at the various camps, an item of expense sufficiently large to make it a matter of self-interest for the company to see that wholesome food and sanitary quarters keep it at a minimum.

On some of the work it has been necessary to house the workmen in floating dormitories or houseboats, which are towed along as the work proceeds. The larger islands have permanent settlements with substantial frame buildings, which probably will remain in use after the road is completed. At other places tents are pitched at high points on the rocky little islets, and the construction force presents the appearance of a veritable army, with its neat rows of canvas tents, its well kept temporary streets and its general air of martial spick-and-spanness.

At each camp there is a commissary, where supplies of best grade can be had at prices corresponding to those prevailing in New York City. Many yachtsmen cruising among the keys purchase supplies from the railway company's commissariat. General Shattuck who was one of these recent purchasers, announces that the rations of the railway workmen are better than those furnished to the regular army, and that the laborers are fully as well housed and cared for as are Uncle Sam's troopers.

WORK PROCEEDS RAPIDLY.

Under such circumstances it is not remarkable that the gigantic task of building this sea-going railroad proceeds rapidly and efficiently. Enormous engineering difficulties have been encountered and overcome. Many miles of swamp and low ground have had to be filled in with rock and sand in order to secure a firm roadbed. The embankment across every one of the thirty or more keys which the road will cross is built up entirely of coraline limestone, the material of which the islands are formed. After leaving the mainland, dredges were forced fairly to eat their way through nearly twenty miles of tangled mangrove swamp, a dredge proceeding slowly down each side of the embankment, digging a channel for its own passage and building up the embankment with the material excavated. Two arms of Jewfish Creek, which separates Key Largo from the mainland, were filled in this way and the third has been spanned by a steel drawbridge, which is now in operation.

Well within the island of Largo, and completely obstructing the line of grade, an inland lake was encountered which had not been disclosed by the preliminary survey. The bottom of the lake, which was half a mile wide and contained six feet of water, was composed entirely of peat. To remove this peat and secure a firm foundation for the embankment, two dredges worked steadily for fifteen months. Connecting Key Largo and Plantation Key is another steel bridge, with concrete piers and abutments.

Perhaps the most interesting part of the work, however, is the reinforced concrete arch viaduct construction which water between the keys. Altogether the are about six miles of this kind of wor which will consist of alternations of fo fifty-foot spans and one of sixty fe Between Knight's and State keys the will be a total length of 15,100 feet this construction, and between Long a Grassy keys, where the viaduct wo first begins, is the next longest stretc which will consist of 184 arches.

From the midst of activities so su cessful and stimulating visitors to t southern end of Florida return with ju such enthusiasm as congressmen a other tourists bring back from Panam One of the facts about the extension the East Coast Railway across the ke to Key West that perhaps impress them most of all is that it is the wo solely of one man's fortune. Every d lar has come, and will come, presu ably, from Henry M. Flagler's pock An average cost of $100,000 a mile f building the 160 miles of railway is conservative estimate, to say nothing the further expense of the improvemen at Key West, where it is proposed to in 174 acres of land now under water a to build extensive docks and termina as well as drydocks and wharves, ea 800 feet long and 100 feet wide. Th there must be established a car fe service which will transport trains thirty cars each from Key West to t Cuban capital in from four to four a one-half hours. Perhaps $30,000,000 w see the enterprise complete to the la detail. But there will be neither bon nor stock to harass the public with t fear of possible loss, for it is a stric one-man undertaking.

"I try," said Mr. Flagler, on one occ sion, "to realize the responsibility great riches." This realization lead to t initial construction of the Florida Ea Coast Railway and its attendant chin winter resort hotels, which have advanc down the entire length of the coast gether, adding 250,000 to Florida's win population and contributing millions the prosperity of the State. To-day t extension of this system is, like the wo on the Panama canal, giving the wo an exhibition of the possibility of car ing on in the tropics vast industrial p jects without extravagance and witho scandal or reproach.

MINISTERIAL APPOINTMENTS.

(From the Rutland Herald.)

Bishop Berry, the presiding officer the Vermont Methodist Espiscopal co ference at St. Johnsbury, made an a nouncement in his opening address co cerning ministerial appointments which a decided innovation. Hitherto, the r has been for the bishop and his cabi to make up the list in private session, supposition being that the majority of clergymen were ignorant of their n location until the list was read in o meeting at the close of the conferen As a matter of fact, it is probably t that many of the preachers know th fate before they assemble for march orders, since there is more or less "ecclesiastical politics," even in the m istry, and a certain kind of prayer wire-pulling is unknown in these degen ate days.

Bishop Berry, however has revoluti ized all that, although he has doubl added to his burden in doing so. He given notice that he will notify privat each minister of the place where he is preach the next year, and thus ena him to consult with his family, consi his adaptability to the situation and m known his feelings. This is a radi change from the true time worn prac of the Methodist church. The origi idea was that of an army, in which bishops were the commanders-in-ch knowing the field, knowing their m working out carefully their plan of c paign, saying to this man "go," and that man "come," and being literally uncomplainingly obeyed. But a m independent spirit has gradually ta possession of the church. Men object being moved about like checkers upo board and churches refuse to submit losing a popular preacher even on plea of the general good. The break the system came when the three ye limit was wiped out some time ago, the ruling of Bishop Berry at St. Joh bury seems to sweep away the last v tige of the ancient order. If this decis is followed by other bishops through the denomination, much of the object to the itinerancy, which in the early ye of the church's history was inc parable source of strength, will be rem ed.

AN OLD OFFENDER.

A man stood on the street corner other day hesitating and casting fur glances up and down the line of st When asked what the trouble was said his wife had told him to bring so thing home and he had forgotten wha was. A wise old married man sugge a yeast cake and his absent-min brother broke out with a smile and st ed for a grocery store. Moral: Whe doubt buy a yeast cake.—Montp Journal.

CLUBBING LIST.

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